

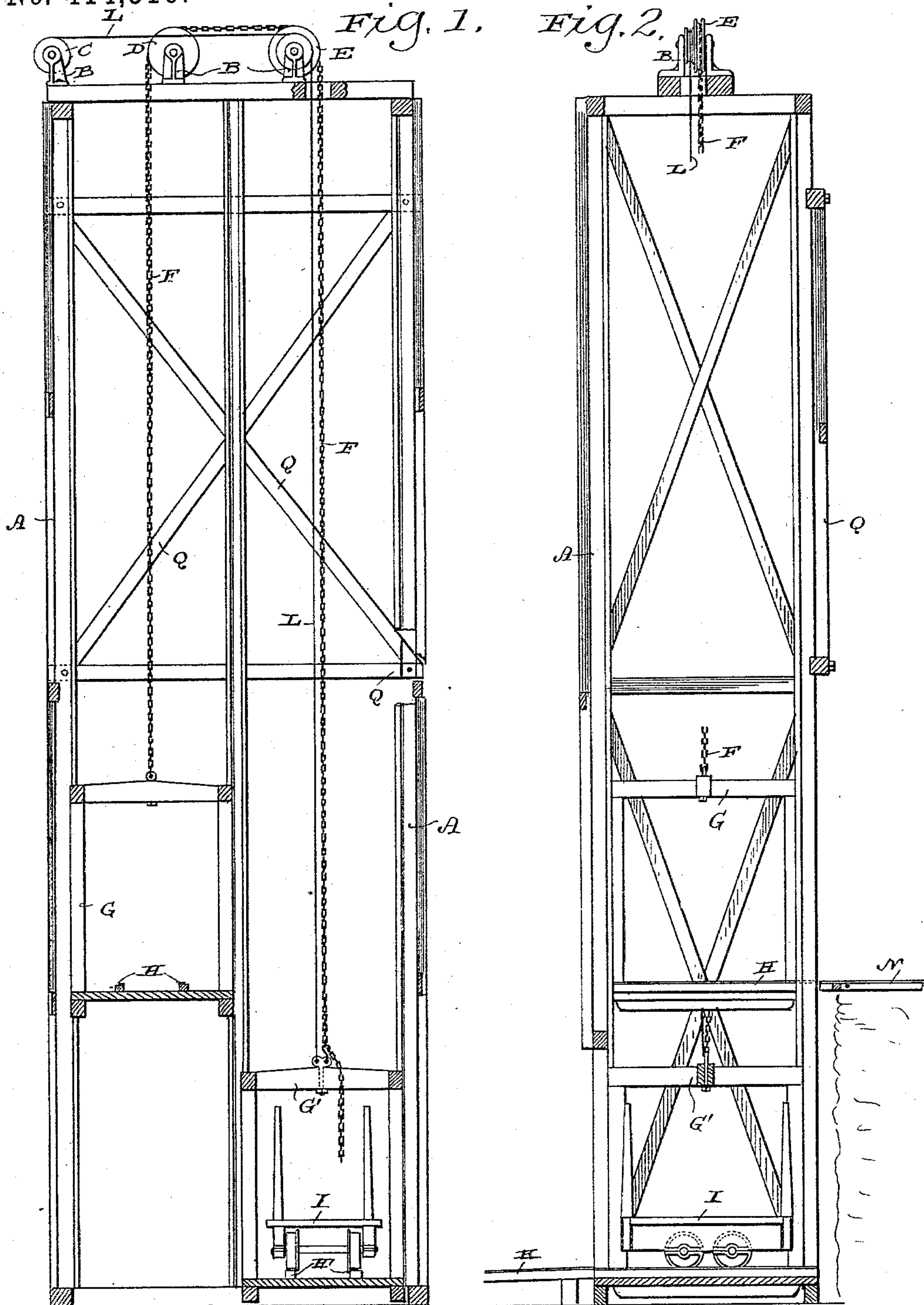
(No Model.)

2 Sheets—Sheet 1.

F. GEHRKE.
METHOD OF STACKING BARK.

No. 414,516.

Patented Nov. 5, 1889.



Witnesses
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N. E. Oliphant

Inventor
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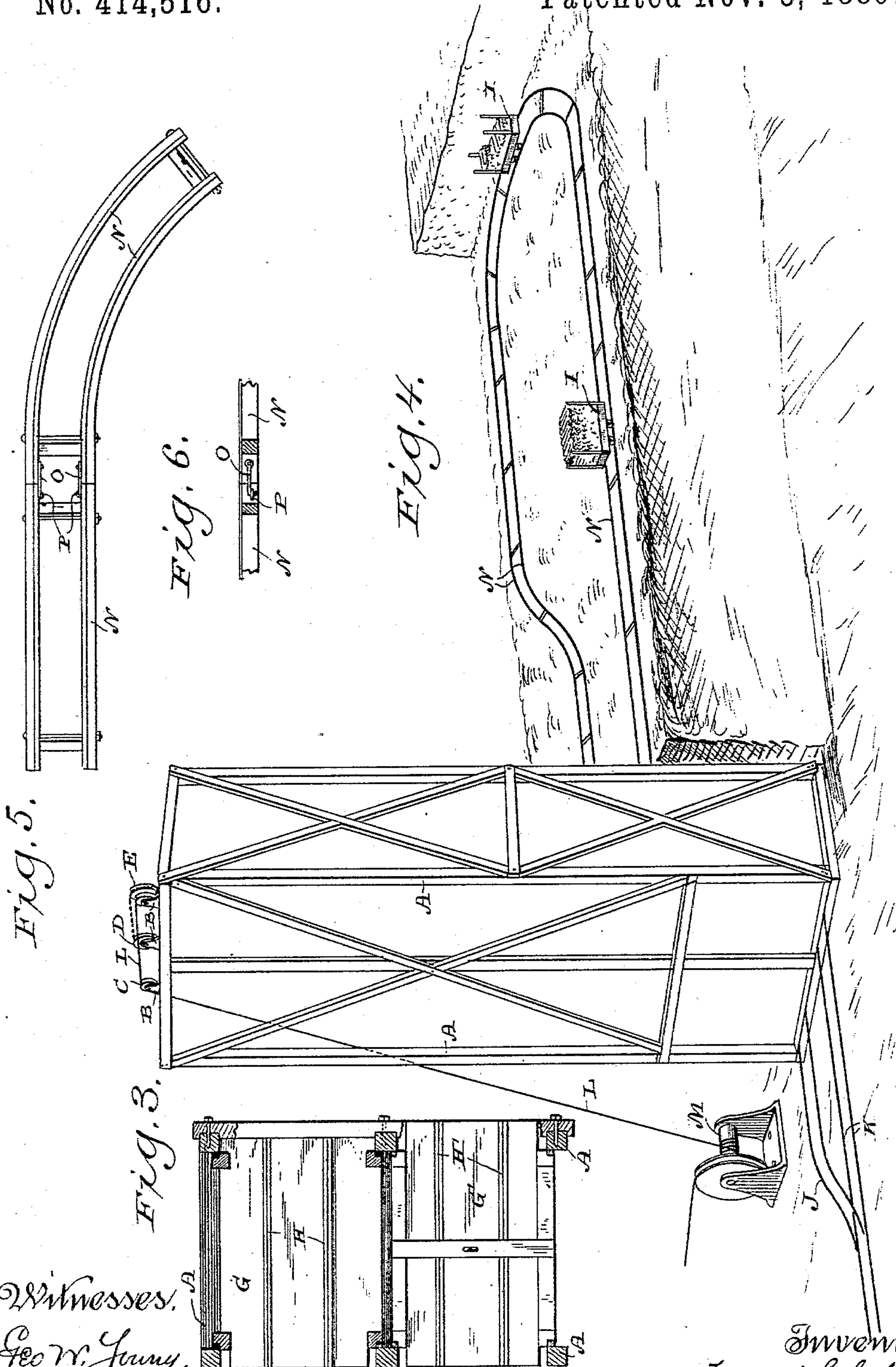
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UNITED STATES PATENT OFFICE.

FRIEDRICH GEHRKE, OF MILWAUKEE, WISCONSIN.

METHOD OF STACKING BARK.

SPECIFICATION forming part of Letters Patent No. 414,516, dated November 5, 1889.

Application filed May 6, 1889. Serial No. 309,565. (No model.)

To all whom it may concern:

Be it known that I, FRIEDRICH GEHRKE, of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in a Method of Stacking Bark; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to a method of stacking bark; and it will be hereinafter described with reference to the accompanying drawings and subsequently claimed.

In the drawings, Figures 1 and 2 represent sectional views of an elevator employed in my invention; Fig. 3, a plan view of the elevator, partly in horizontal section; and Fig. 4, a perspective view illustrating the apparatus employed in carrying out my method. Figs. 5 and 6 are detail views of a movable track employed in my said invention.

Referring by letter to the drawings, A represents an elevator-frame having the top thereof provided with bearings B for sheaves C D E, the latter sheave being double-grooved. A chain F runs on the sheaves D E, and has its ends connected to cages G G', that are arranged to travel in the frame A, the floor of said cages being provided with tracks H H' for bark-cars I, and these tracks come into register with other tracks J K upon the ground at the base of the elevator. A cable L runs from a winding-drum M over the sheaves C E and connects with the cage G', the latter being designed to receive the loaded cars, and the one G the empty cars.

A track N, composed of movable sections united by hooks O and eyes P, or other suitable means, receives the loaded cars from the elevator, and on this same track the empty cars are run back to said elevator.

In carrying out my invention the track composed of the detachably-united sections is laid around in the back-yard. Loaded cars of bark are run on the permanent track K to the elevator and over the track H' onto the track N. The bark is removed from the cars at that portion of the track farthest from the elevator and stacked to a certain height, the empty cars being run around on said track, through the cage G, and onto the permanent track J, the latter communicating with the track K. One stage of the stack

being completed, a certain number of the track-sections are detached and lifted up onto the stack out of the way, and another stage of said stack made in the manner above described, the movable track being gradually disposed of as the stack approaches the elevator. By the time the movable track is all disposed of the stack from the starting-point to the elevator will be of a certain height, with the sections for forming said track on top. The movable track is now rearranged, the loaded cars elevated to the height of the stack, and the operation above described repeated, the empty cars being returned by the cage G. As the work proceeds and the stack grows higher, the chain F is proportionately shortened, so as to equalize the vertical travel of the elevator-cages.

As that side of the elevator nearest the bark pile must be open enough to permit of the cars running out and in the elevator-cages at any height, I cannot use permanent braces, and therefore employ a movable brace Q, that is adjusted from time to time as the necessity of the work requires.

By my invention above described bark may be taken from vessels or other carriers, and more readily stacked than is ordinarily the case, thereby effecting a saving in time and lessening the cost of the work.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A method of stacking bark that consists in laying a track of movable sections, running the bark-cars on the track, and forming a layer of bark from the cars, beginning the stack at the most remote point of said track, removing the track-sections as the work advances and placing them on top of the stack, then rearranging said track-sections as the height of the stack increases, elevating the bark-cars, and forming another layer of the bark, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

FRIEDRICH GEHRKE.

Witnesses:

N. E. OLIPHANT,
WILLIAM KLUG.